Information Technology Business Case – Section A
Miami-Dade County – FY 2005-06
Delivering Excellence Every Day

Directions: Please complete shaded areas below.

Department Name: **Seaport**
Project Name: **Vessel Berth Planning System**
Project Amount: **$400,000**
Preparer Name & Contact Information: **Louis Noriega / 305 347-4921**

Project Type: Please check (√) one.

☐ **Enterprise** ☐ **Communities of Interest** ☑ **Department Specific**

Funding Source: Please check (√) one.

☐ **GF Capital** ☑ **Proprietary Capital**

☐ **Mandated Requirement**
(If checked (√), please indicate who is mandating this request as well as the time frame)

1 **Department Priority of Initiative (1, 2, 3, etc.)**

Section A

Background:
Provide any relevant background information to include existing investments in the proposed project. If applicable, please include any information explaining why this is a mandated project.

The Port of Miami-Dade Berthing Office is currently using manual procedures that have remained unchanged since the 1960's. The Berthing Officer sits at a glass topped desk. Underneath the glass are maps of the Port berths, scaled at one inch equaling 200 feet. Using Magic Markers and cardboard replicas of the cruise vessels, the Berthing officer maps out the berths for incoming ships, usually stacking up the berth assignments for two to three days. It is a slow, time consuming, inflexible, and cumbersome process.

Problem Statement:
Define the problem, need, or opportunity.

Changes in ship schedules occur frequently. When these changes come in, the Berthing Officer often must erase the entire berthing board and start over.

A manual system is used to document vessel specifications, determine the possibility of a berth request, and schedule the availability of wharf area. In the case of a new cruise ship, due to the fact that cruise berth requests are scheduled up months or even years ahead of schedule, it may take up to a week to be able to determine whether the new vessel can be accommodated on their days requested.

The business drivers of this project result from the current manual Berth Planning System which is time consuming, inflexible, incomplete, cumbersome, and does not meet the needs of the Seaport.

Solution:
What is the proposed solution?

The implementation of an automated Seaport Berth Planning System (SBPS) will improve the Port's efficiency, operations performance, productivity, dock utilization, and customer service.

A move from a manual system that is slow, time consuming, inflexible, and incomplete to a software system that is fast and will comply with the Seaport operational needs will produce immediate benefits, such as faster berth planning, better utilization of the dock space, and improved customer service.

The major benefit of the system is to provide information to the Seaport's customer base on a 24-hour basis, allowing them to formulate their business decisions based on timely information.

Expected Benefits / Direct Payback:
State the benefits of solving the problem or reaching the goal. Hints: "How the project will reduce costs (perhaps from reducing redundant tasks such as data entry), better decision making at each step of a process (perhaps due to more accurate and timely information), or improved efficiency (thanks to fewer steps to process a transaction).

Specify collective benefits and identify benefits that are specific to each stakeholder. Wherever there are metrics (numbers or targets) for improvement, be sure to include them. Examples: "Reduce communications costs by 20%" or "Increase revenues by $1,340,500 in fiscal year 2007.

A new automated system will allow Port's customers (Shiplines, Agents, Stevedores, INS, Customs, Terminal Operators, and Police/Security) to access on demand operational reports and in the case of booking agents, to enter preliminary berth requests. It will allow Port's teams as Berthing Office, Port Maintenance, Port Crane Maintenance, and Cruise Operations to access on demand operational reports, and in the case of the Berthing Office to enter and change information.

Berth planning will be done faster and more efficiently. Berthing Office and Port's personnel will have access to real time views of berth plan. More accurate reports can be created on demand instead of three times per day. The Port will have better control mechanisms and information regarding its operations. Operational reports (Dock Reports, Gantry Crane Schedules, and Cruise Reports) will be created on demand displaying more timely and accurate information.
Berthing Office will have a tool that will improve space utilization of its docking facilities.